

# BookletChart™

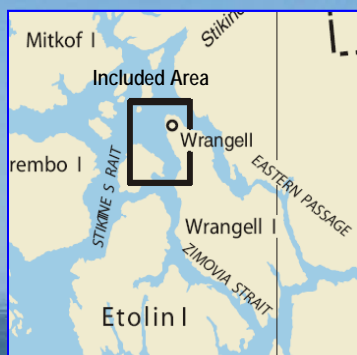
## Wrangell Harbor and Approaches

NOAA Chart 17384

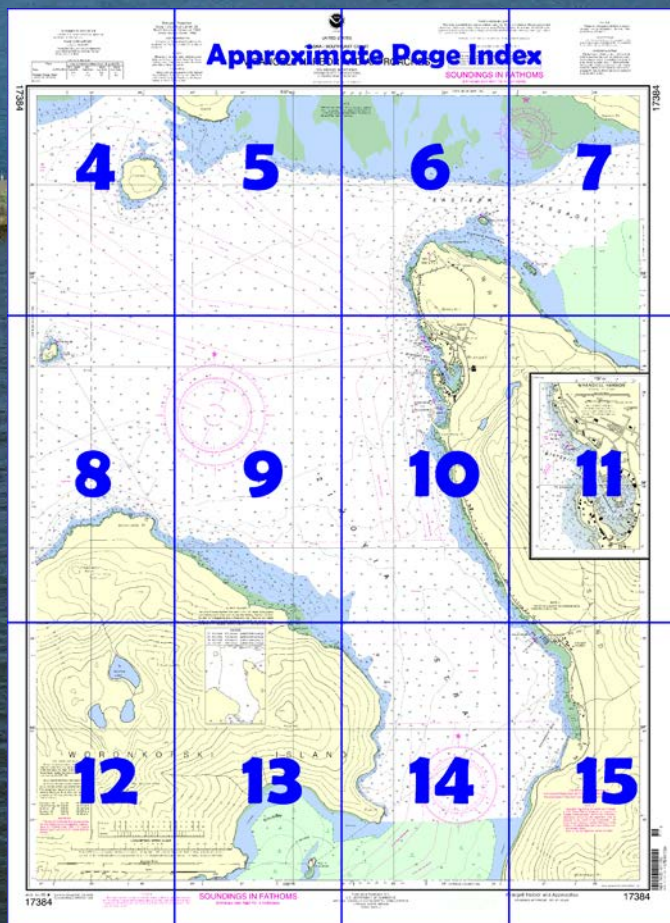


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17384>.



#### (Selected Excerpts from Coast Pilot)

**Highfield Anchorage** is at the N end of Wrangell Island, about 1.5 miles from Wrangell Harbor. The anchorage is in 4 to 15 fathoms, fine sand and mud bottom, extending E from **Point Highfield** to Polk Point and N to **Deadman Island**, which is marked on its N side by **Eastern Passage Light** (56°29'38"N., 132°22'12"W.); the light is 13 feet above the water and showing a red and white diamond-shaped daymark on a skeleton tower. Light

floating ice from Stikine River is encountered here in the spring, and countercurrents render a vessel very uneasy at times.

The mud flats N of Wrangell Island, at the mouth of the Stikine River from Kadin Island to Gerard Point, are very dynamic and have a tendency to migrate seaward. Mariners are advised to use extreme caution while navigating in these areas due to the constantly changing nature of the bottom.

**Airport Runway Rock Light** (56°29'06"N., 132°21'16"W.), 15 feet above the water, is shown from a spindle with a red and white diamond-shaped daymark and marks a bare rock, 10 feet high and about 0.7 mile SE of Deadman Island.

**City of Topeka Rock**, in 56°29'14"N., 132°22'27"W., and S of Highfield Anchorage is awash at low water.

**Wrangell Harbor** is on the W side of the N end of Wrangell Island, about 1 mile below Point Highfield. It is a bight formed by **Point Shekesti**, that projects 0.4 mile in a NW direction from the island. A breakwater 100 yards long extends from the N extremity of Point Shekesti and affords protection for small craft in the S part of the harbor. **Wrangell Harbor Breakwater Light 2** (56°28'01"N., 132°23'09"W.), 21 feet above the water, is shown from a skeleton tower with a red triangular daymark on the outer end of the breakwater.

**Wrangell** is a city on the N side of Wrangell Harbor, 89 miles from Ketchikan and 148 miles from Juneau. The deepest draft commercial vessel calling at Wrangell was 32 feet in 2000. Wrangell has a cannery, a cold storage facility, large lumber mills, and two oil company facilities.

**Anchorage.**—Except for the mooring basin inside Point Shekesti, Wrangell Harbor affords shelter for vessels only from offshore winds. During heavy SE winter gales Highfield Anchorage is sometimes used for better shelter. Good anchorage in strong SE weather has been found 0.8 mile off the NE side of Woronkofski Island in about 23 fathoms (42 m), mud bottom.

**Dangers.**—The approach to Wrangell Harbor is clear of dangers. A shoal of 2.8 fathoms (5.1 m) in 56°28'03"N., 132°23'10"W., is about 55 yards (50 m) NNW of the breakwater. A submerged dolphin is along the eastern side of the entrance channel, approximately 200 yards (183 m) ENE of the breakwater in 56°28'03"N., 132°22'59"W. Submerged piles in 56°27'50"N., 132°22'50"W. are about 33 yards (30 m) NW of a floating dock.

**Currents.**—Tidal currents in Wrangell Harbor are variable. Vessels approaching the wharves should note the way small craft are swinging to anchor to determine the direction of the current and should exercise caution in coming alongside.

**Pilotage, Wrangell.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, Alaska, indexed as such, chapter 3 for details.) Vessels en route Wrangell meet the pilot boat about 1 mile NW of Guard Islands Light (55°27.5'N., 131°53.9'W.).

The pilot boat, a tugboat, can be contacted by calling "WRANGELL PILOT BOAT" on VHF-FM channels 16, 13, or 12.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Wrangell is a **customs port of entry**.

**Harbor regulations.**—The **harbormaster** at Wrangell assigns berths and controls the use of the grid in the inner basin. He maintains an office on the trestle connecting Shakes Island to Wrangell Island. The harbormaster's office monitors 2182 kHz and VHF-FM channel 16.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 8 for important  
supplemental information.

PLANE COORDINATE GRID  
(based on NAD 1927)

Alaska State Grid, zone one, is indicated by  
dashed ticks at 5,000 foot intervals. The last  
three digits are omitted.

#### TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water	Mean High Water	Mean Low Water
		Feet	Feet	Feet
Wrangell, Wrangell Island	(56°28'N/132°23'W)	16.0	15.1	1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Feb 2015)

Mercator Projection  
Scale 1:20,000 at Lat 56° 25'  
North American Datum of 1983  
(World Geodetic System 1984)

AIDS TO NAVIGATION  
Consult U.S. Coast Guard Light List for  
supplemental information concerning aids to  
navigation.

#### HEIGHTS

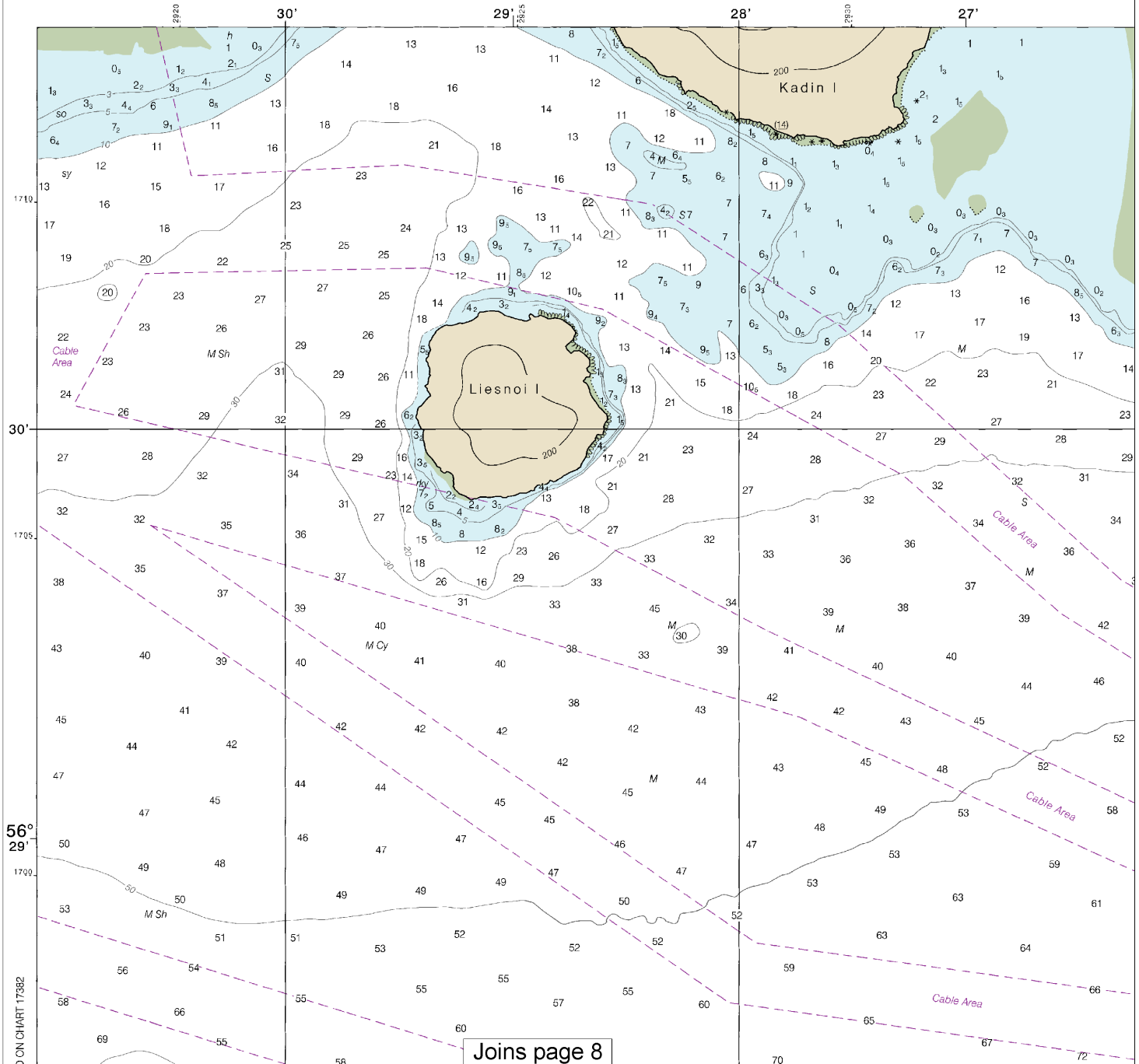
Elevation of rocks, bridges, landmarks and  
lights are in feet and refer to Mean High Water.  
Contour and summit elevation values are in feet  
and refer to Mean Sea Level.

#### AUTHORITIES

Hydrography and topography by the National  
Ocean Service, Coast Survey, with additional  
data from the Corps of Engineers, Geological  
Survey, and U.S. Coast Guard.

# WRANG

17384



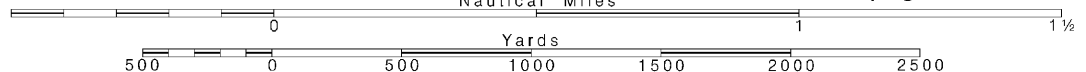
4

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

# GELL HARBOR AND APPROACHES

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

Formerly C&GS 8165, 1st Ed., Aug. 1972 KAPP 2707

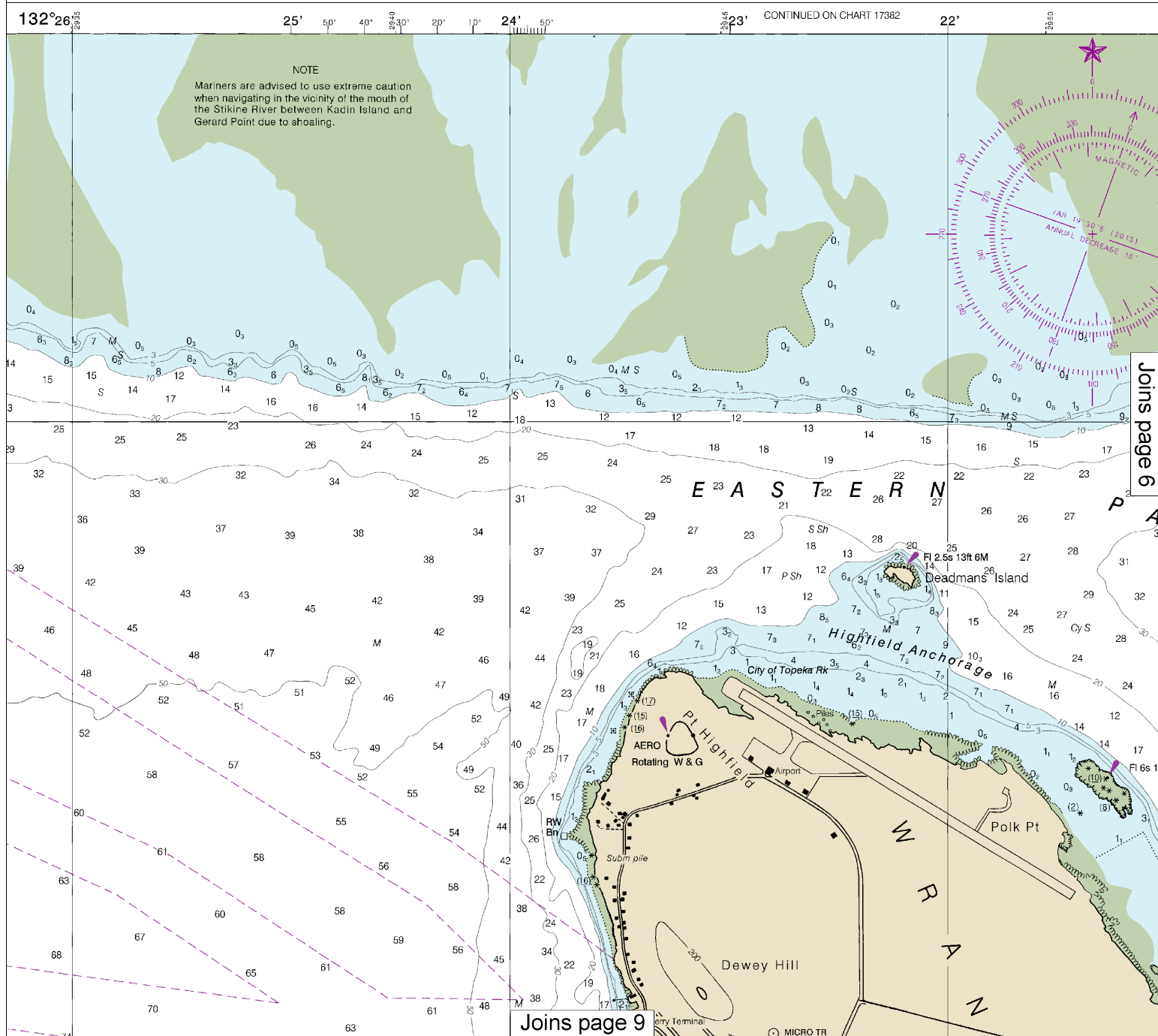
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For Symbols and Abbreviations see Chart No. 1

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

Mercator Projection  
Scale 1:20,000 at Lat 56° 25'  
North American Datum of 1983  
(World Geodetic System 1984)

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for  
supplemental information concerning aids to  
navigation.

**HEIGHTS**  
Elevation of rocks, bridges, landmarks and  
lights are in feet and refer to Mean High Water.  
Contour and summit elevation values are in feet  
and refer to Mean Sea Level.

**AUTHORITIES**  
Hydrography and topography by the National  
Ocean Service, Coast Survey, with additional  
data from the Corps of Engineers, Geological  
Survey, and U.S. Coast Guard.



THE NATION'S CHARTMAKER SINCE 1807

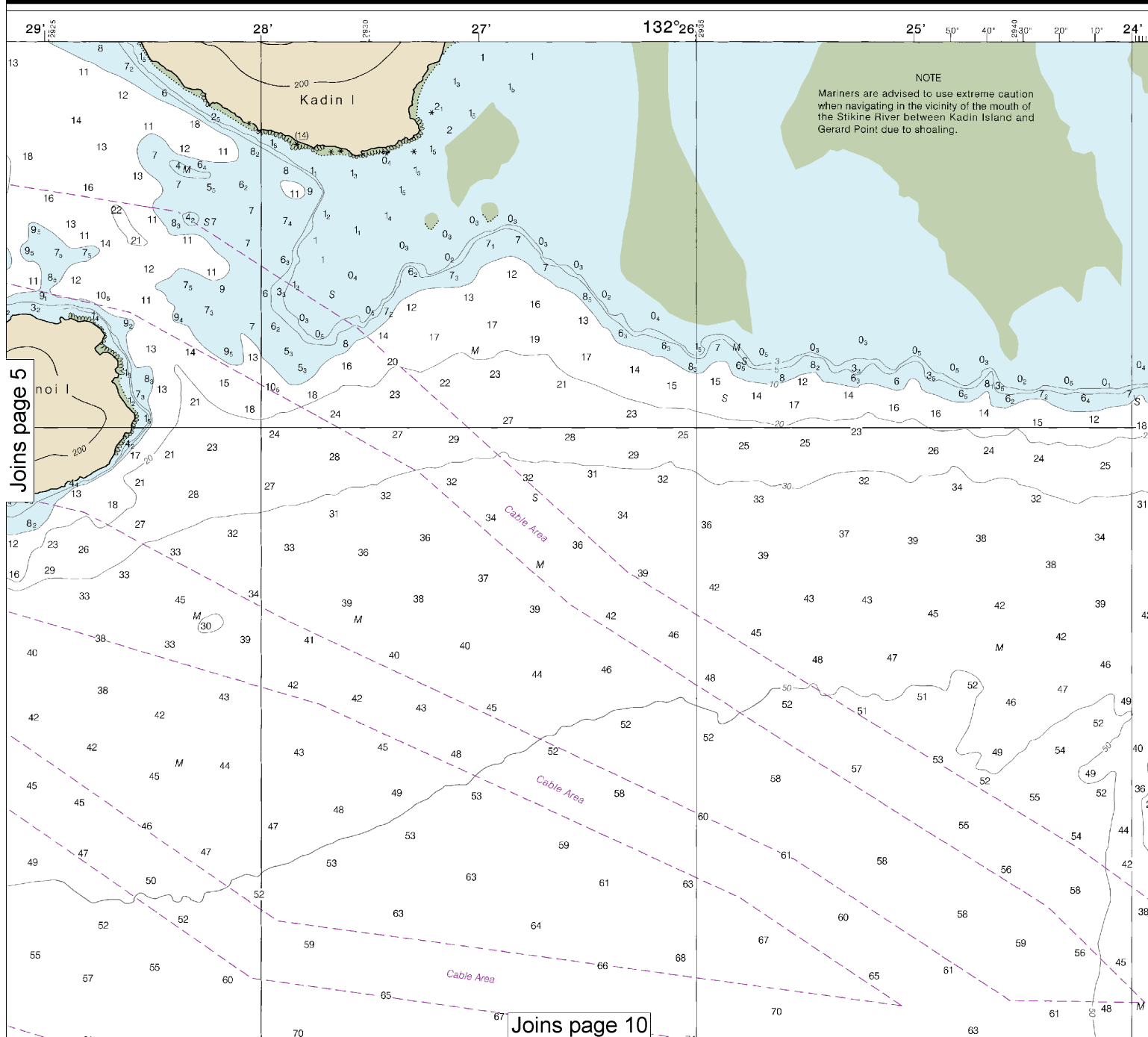
UNITED STATES

ALASKA - SOUTHEAST COAST

# WRANGELL HARBOR AND APPRO.

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

Formerly C&GS 8166, 1st Ed., Aug. 1972 KAPP 2707



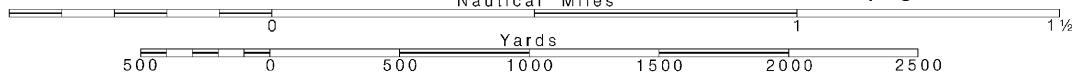
6

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For Symbols and Abbreviations see Chart No. 1

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#### VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

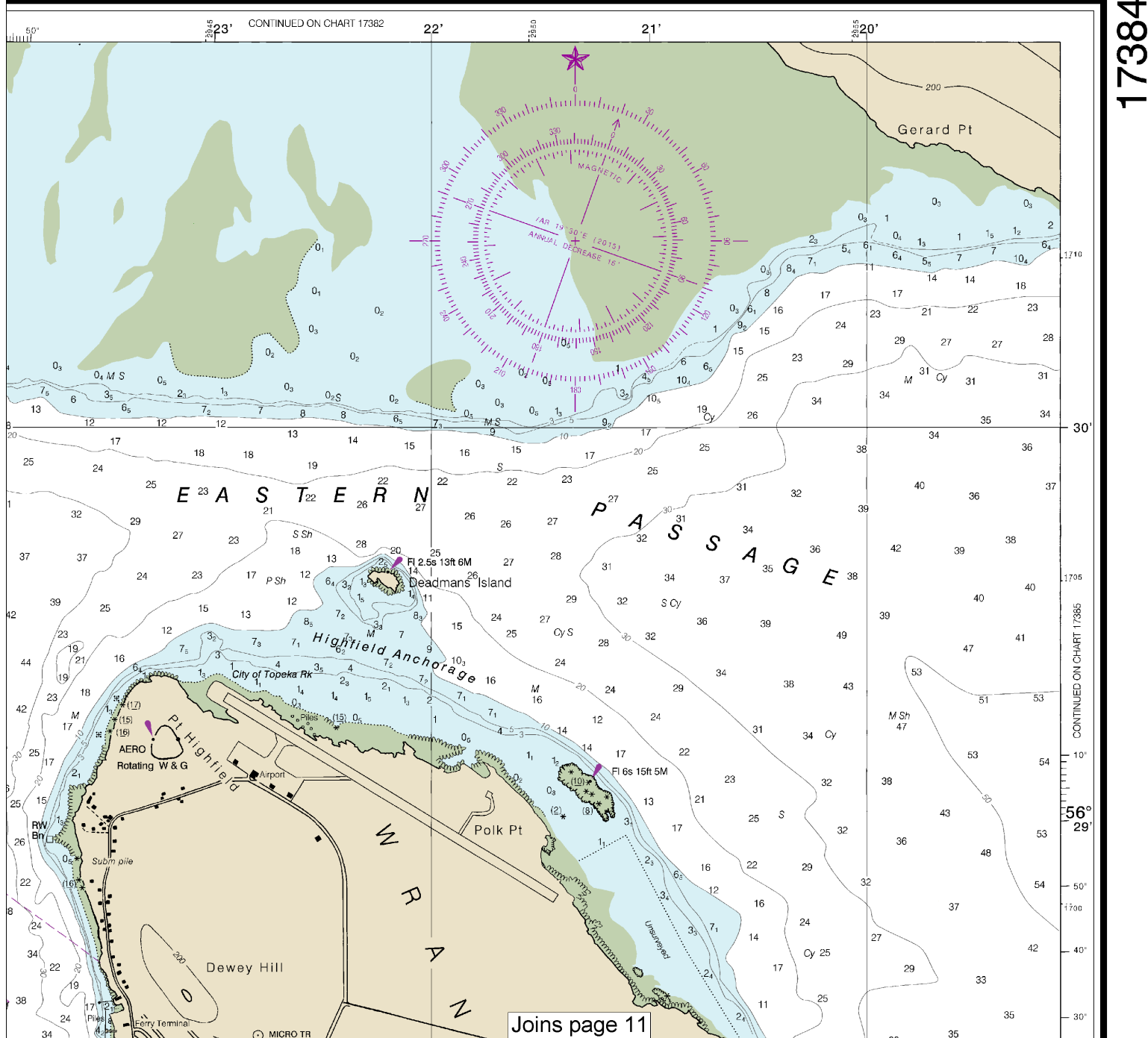
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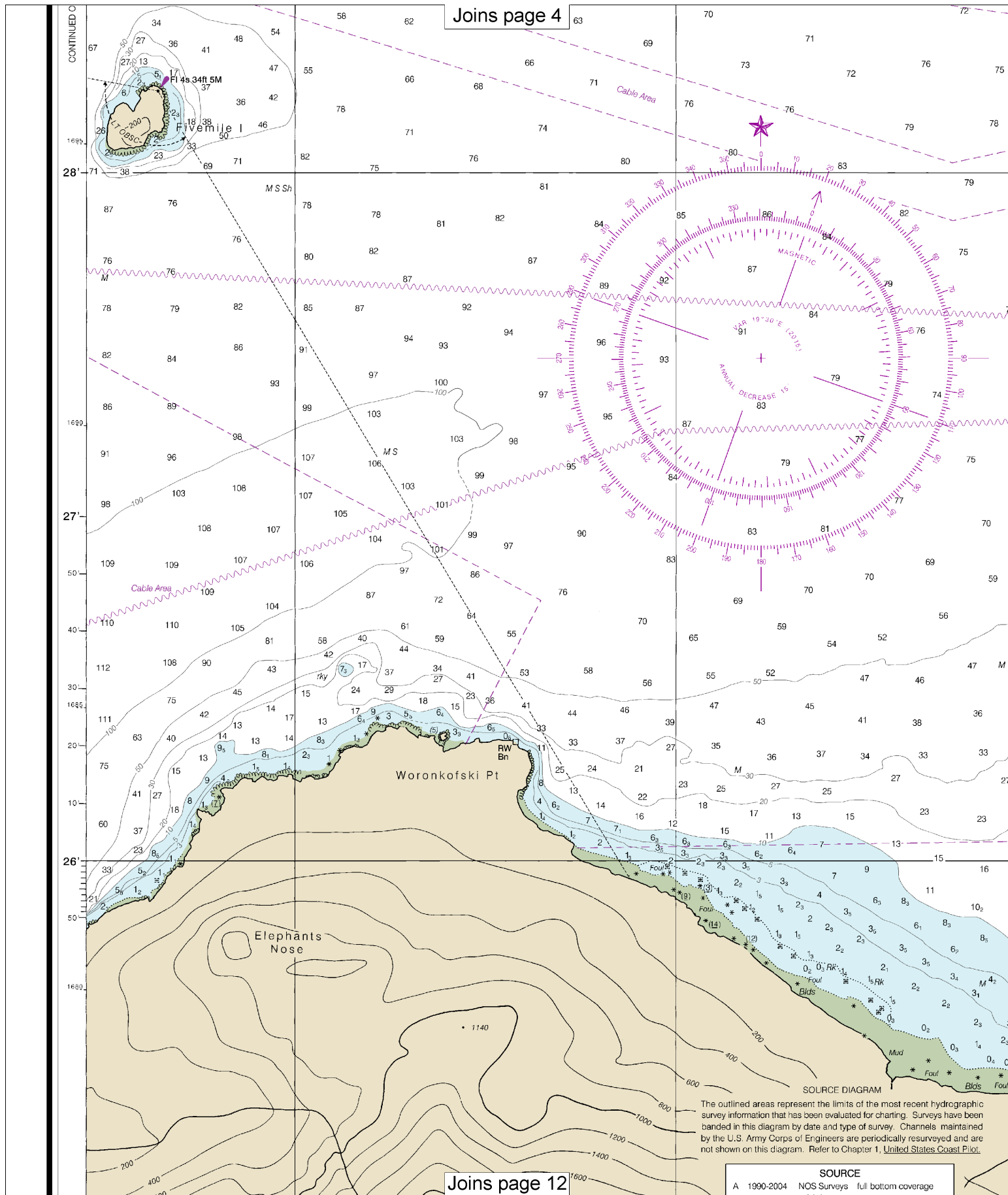
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.236' southward and 6.076' westward to agree with this chart.

# ACHES

## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)





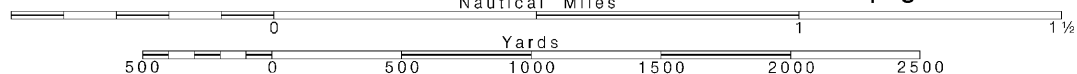
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Note: Chart grid lines are aligned with true north.

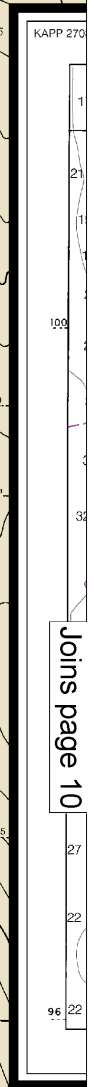
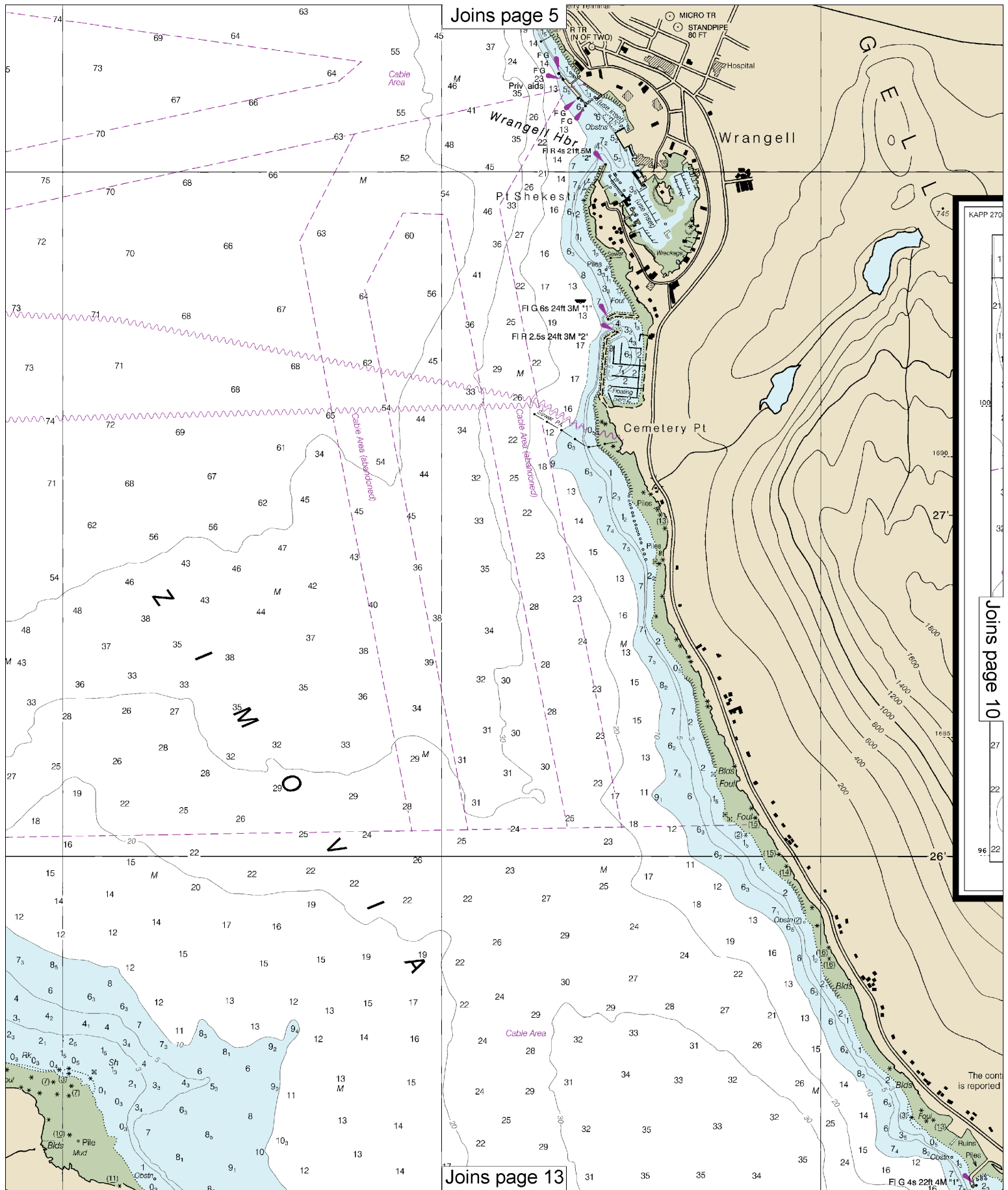
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SCALE 1:20,000  
Nautical Miles

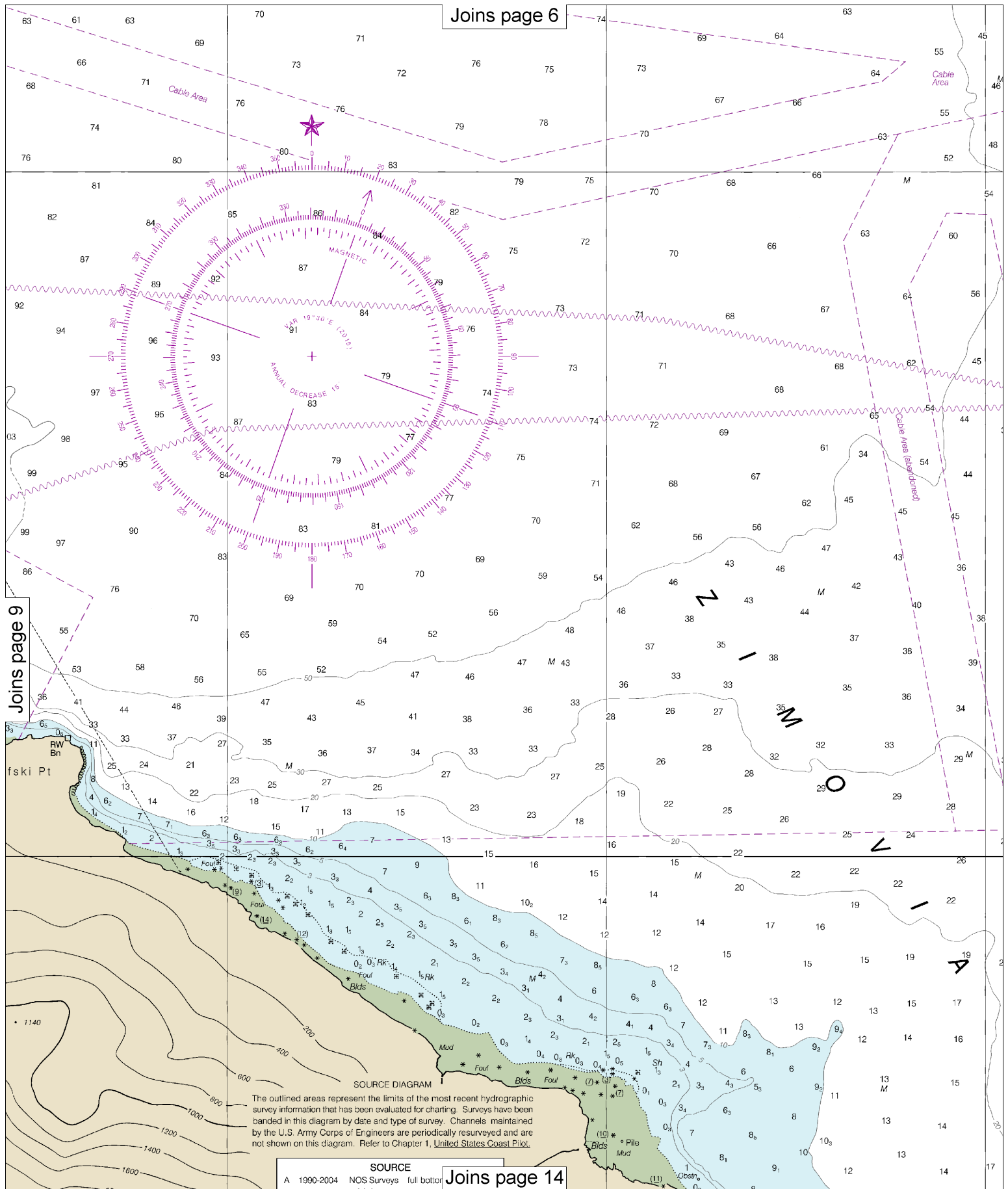
See Note on page 5.







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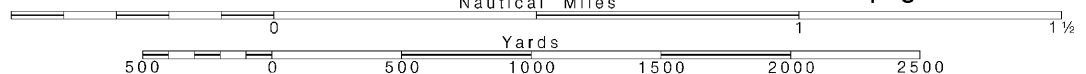
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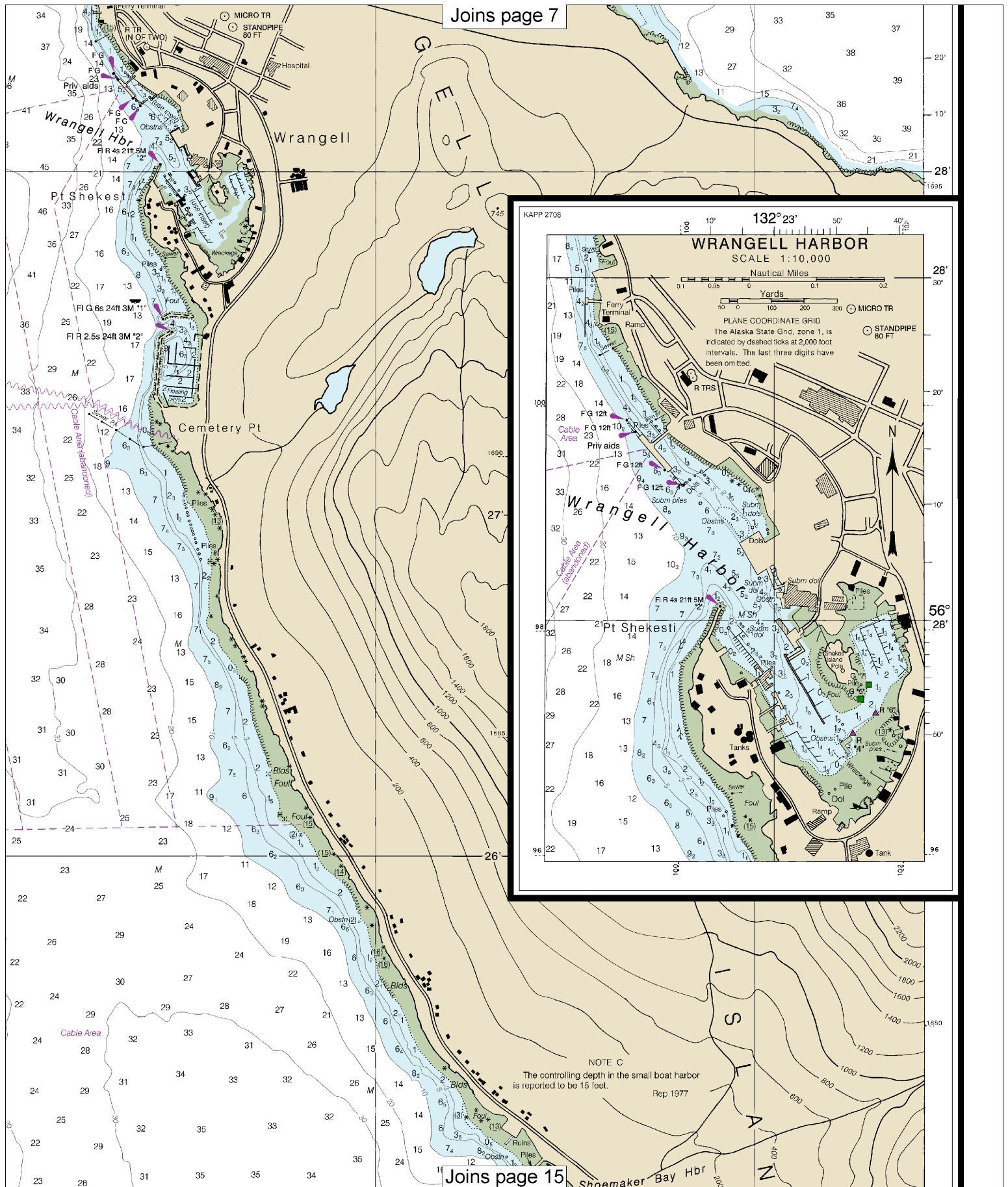
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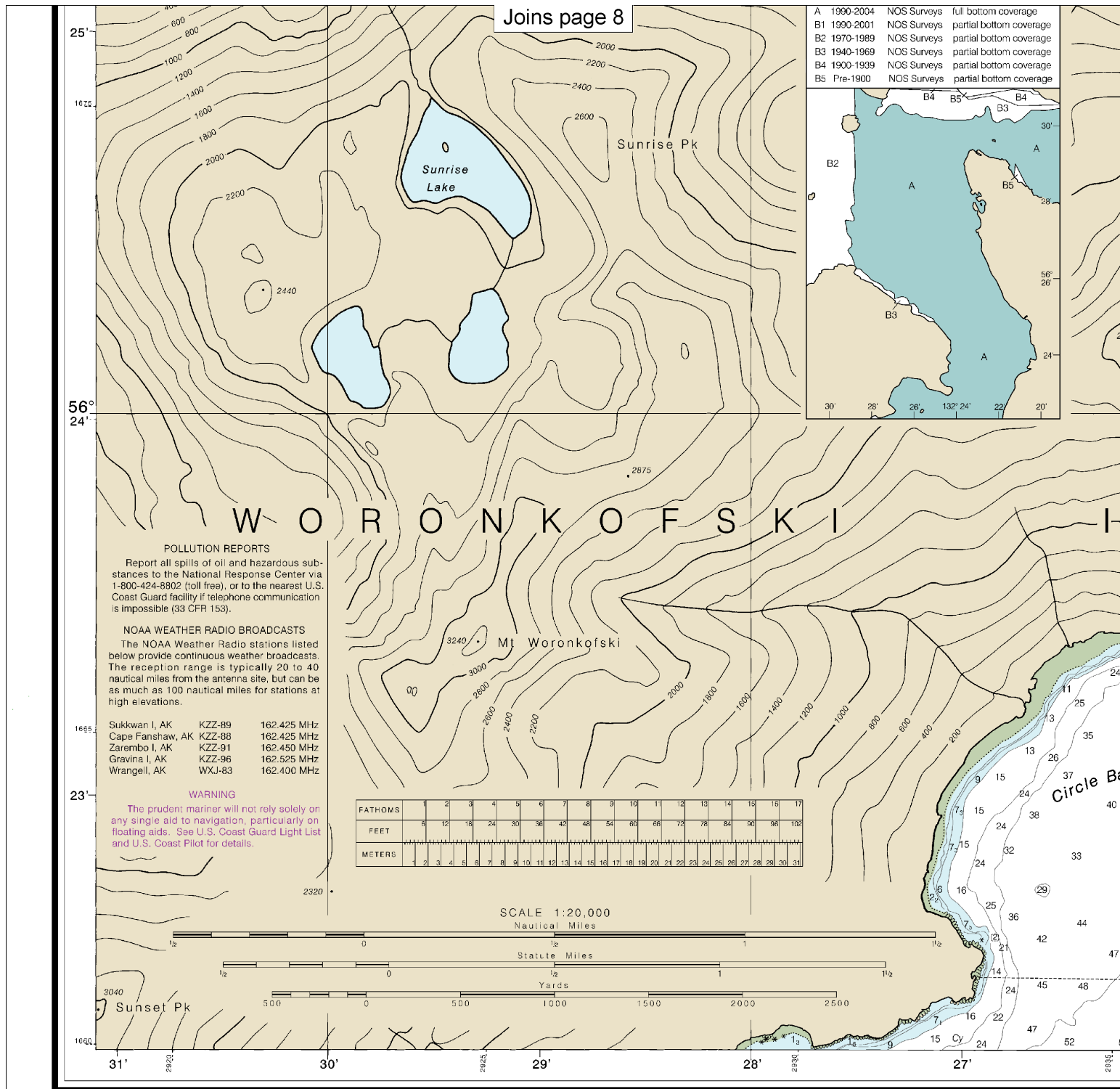
Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.







10th Ed., Mar. 2015

17384

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Last Correction: 3/4/2015. Cleared through:

LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

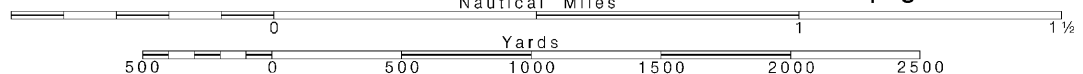
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Note: Chart grid lines are aligned with true north.

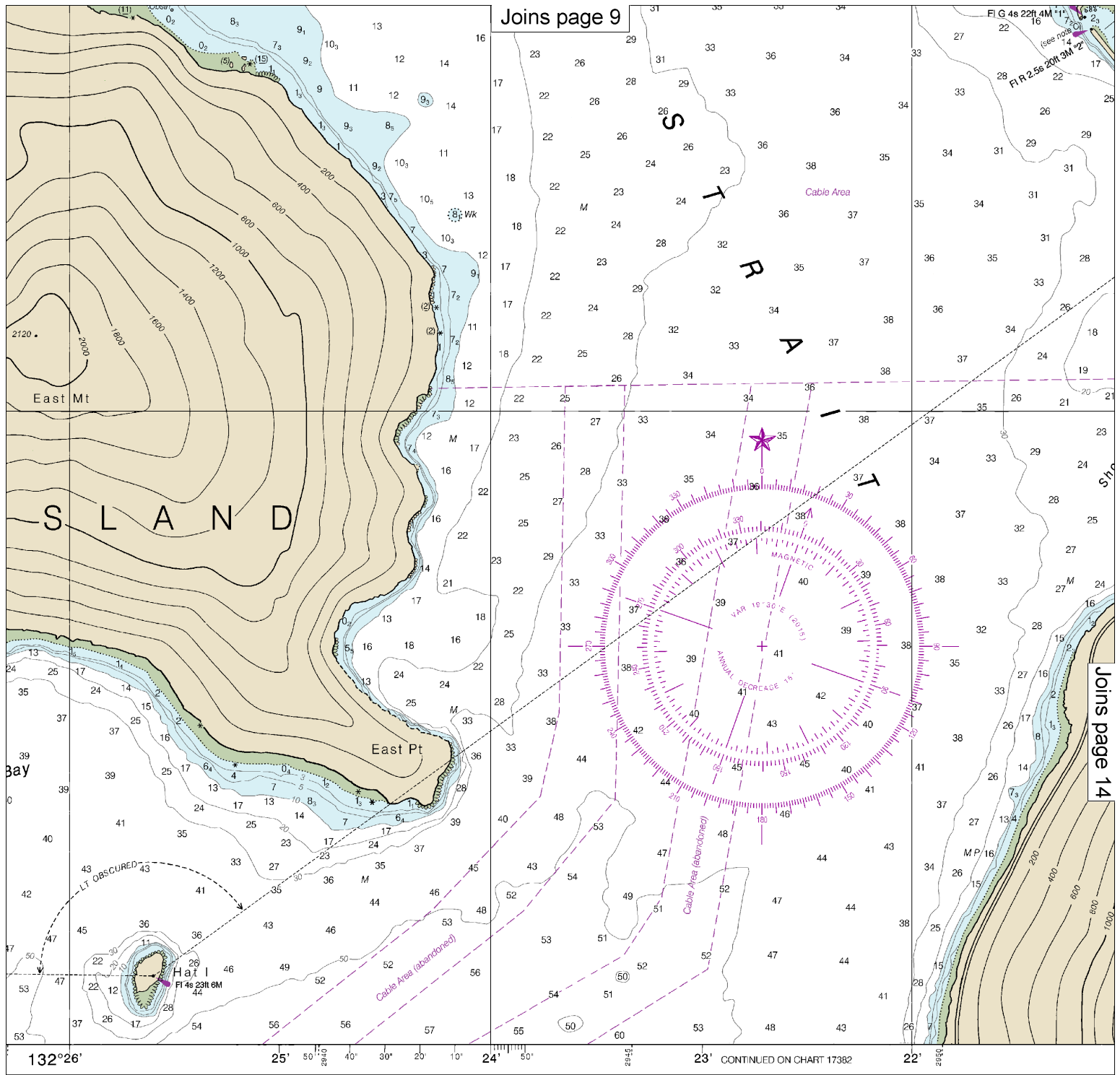
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



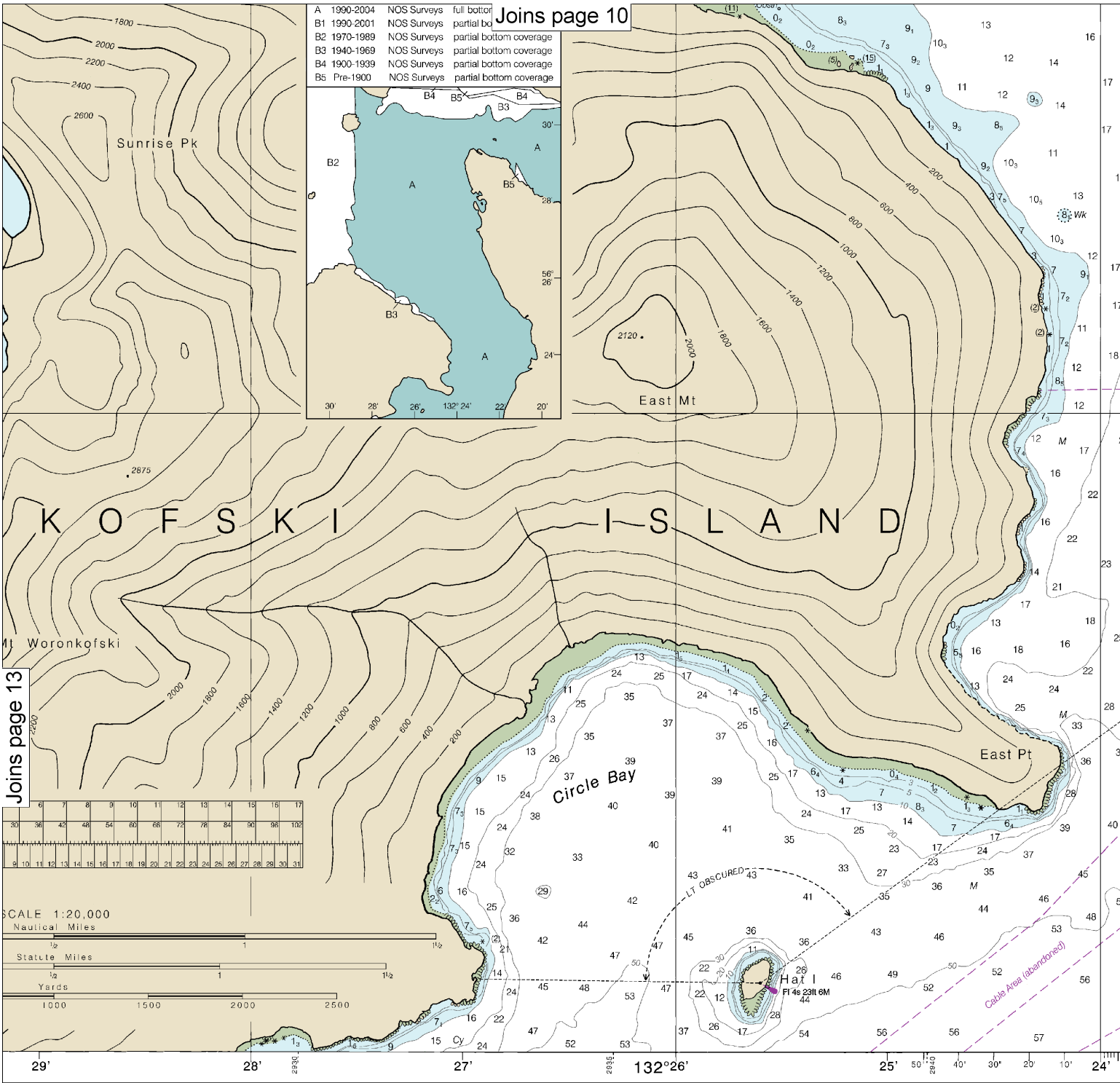


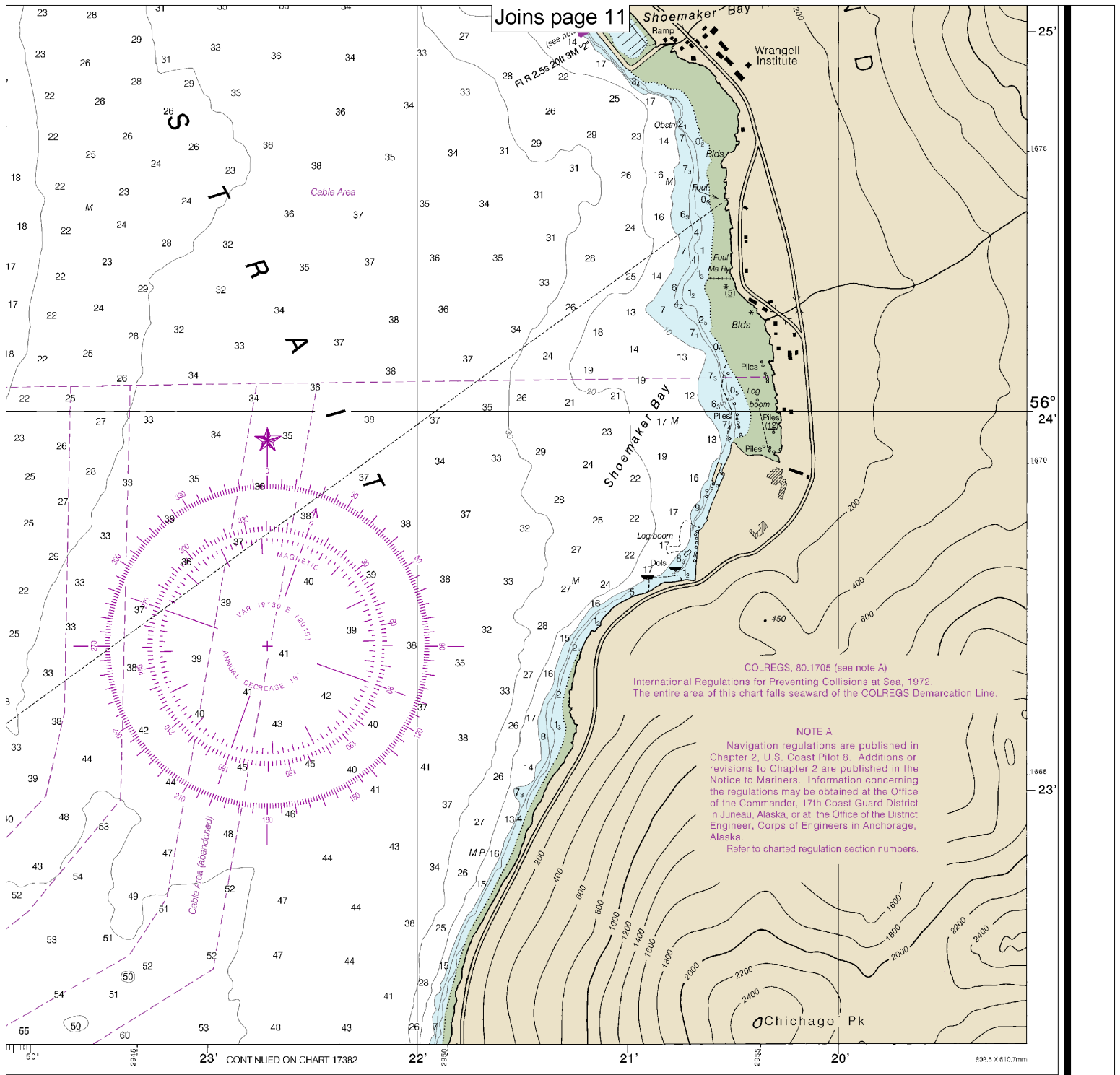


**THOMS**  
THOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Wrangell Harbor  
SOUNDINGS IN FATHOMS





STATION

## Wrangell Harbor and Approaches

SOUNDINGS IN FATHOMS - SCALE 1:20,000

# 17384



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.